

Appn. Number 09/681,241

(Hurzeler)

Amnt. B cont'd

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SPECIFICATION:

Replace paragraph [0107] near the bottom of page 10:

~~A specific travel speed may be estimated and predefined for any given travel mode or vehicle type.~~

with the following new paragraph:

A specific travel speed for each anticipated travel mode and vehicle type can be estimated and predetermined based upon published data, applicable laws such as posted speed limits, and personal observations. Absent any specification of a travel mode or vehicle type in a travel plan, the most common mode and type, namely automobile, and its estimated average speed, currently 30 miles per hour, can reasonably be assumed.

Immediately following the next-to-last sentence of paragraph [0135] on page 16:

Section 7-2 shows a collection of further specifications that might be made available to the Posting user and later displayed to Browsing users in the list 3-1 and/or the display screen of Figure 6.

insert this sentence:

Selection of a specific Travel Method in Section 7-2 would automatically cause selection of the associated predetermined estimated travel speed for the purpose of converting time differences to distance differences, while failure to select or selection of a nonspecific Travel Method would be equivalent to selection of the most common Travel Method, namely Car, and its associated predetermined estimated travel speed.

Immediately following the phrase "command button 7-1" in paragraph [0141]:

insert this phrase:

, which automatically copies the Browsing origin, destination, and time to a new Posted plan.

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Replace paragraph [0162] on page 19:

~~While the prior art depends exclusively upon qualitative data for which the only available search algorithm is filtering, this Invention adds quantitative data which can be sorted. Inclusion of both data types and search algorithms is also possible.~~

with the following new paragraph:

This invention synergistically combines the advantages of an automated ranking process on the one hand, with a manual selection and user control process on the other hand. The automated ranking step rapidly and conveniently narrows a search. Then the manual selection step not only enables the Browsing user to ignore small ranking inaccuracies due, for example, to an imprecise estimate of the travel speed used for converting time differences to distance distances, but also enables the consideration of further selection criteria. This combination of automated ranking and manual selection has been successful for Internet Web Search services such as Yahoo and Google, but has not been available in the context of ridesharing.